"I have one word to say for the engineer

who was on duty at the time and who lost

his life. It was talked around that he was

under the influence of liquor. I can say for

him, and all who were perfectly acquainted

with him can say the same, that he was a total abstainer from anything of the

kind. I went off watch on that fatal night

while the boat was lying at the Memphis

wharf. I retired from my berth and did

not know anything until I was aroused by

the explosion. That is as fresh in my mem-

ory to-day as it was twenty-one years ago.

I stood bewildered for a moment and then

saw the river perfectly alive with human

beings struggling in the water. And the

cry from all quarters was 'Put out the fire!'

which was getting good headway by this

time. But there was much confusion and

such a complete wreck of the boat that no-

body apparently could get out of the posi-

tion he was in. I managed to get hold of

the shutters and saw that the fire would

soon force me off the boat. I took my

chances and jumped into the river. I was

not in the water long until I came across a

gangway plank about thirty feet long and

about fifteen inches wide. I abandoned my

shutter for it. I was not there long until

four others kept me company. There was

just about enough buoyancy to keep our

heads above water. We floated that way

for two hours, when we lodged against a

snag. One poor fellow became so benumbed

from cold that he could hold no longer and

sank to rise no more. In a very short time

after that we were picked up by one of the

relief boats that came from Memphis and

were taken to the city. There were sup-

posed to be about 2,200 people, all told, on

the Sultana at the time, of which about

STRANGLED BY A COMPANION.

brickbats and chunks of coal came thick

and fast. I gasped for breath. A fire broke

out that lighted up the whole river. I stood

at the hatchhole to keep comrades from

falling in, for the top was blown off by the

explosion. I stood here until the fire com-

plank, but this was too heavy, so I left it

wheel to jump into the water. Here a

young man said to me, 'You jump first; !

cannot swim.' I said to him, 'You must

paddle your own canoe; I cannot help you.

Then I jumped and stuck to my board.

went down so far that I let go of my board

and paddled to get on top of the water.

strangled twice before I reached the top and

strangled me twice. By this time I was

presence of mind, I reached and got my

cued by a steamer sent in search of us

J. Walter Elliott, who enlisted in Lafay-

ette, spoke of his experience in the follow-

ing: "About 2,500 embarked on the Sultana

for St. Louis. Passengers were crowded,

jammed and packed on all the decks, and

guards in the cabin. But what cared the

whose name I never knew, to occupy my

was aroused by the boat leaving the wharf

and then there came the report as of the

discharge of a park of artillery, and I was

sitting bolt upright, straining my eyes and

stretching my arms out into the Egyptian

darkness, face, throat and lungs burning

as if immersed in a boiling cauldron. Crash!

fell the chimneys on the roof. From all

around arose shricks, cries, prayers and

groans. I sprang to my feet, dressed

hastily and started forward. I saw a pic-

ture that beggars all description. There

were mangled and scalded human forms

heaped and piled amid the burning debris

on the lower deck. The cabin, roof and

Texas were cut in twain, the broken planks

on either side of the break meeting the

flames and lifting them to the upper deck.

Women and little children in nightclothes,

men who had stood undaunted on many a

battlefied, all contributed to the confusion

from Memphis."

Otto Bardon, an Ohio soldier, wrote: "I

one-half were lost."

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TESTIMONY OF MR. PROUTY

BEFORE THE HOUSE COMMITTEE ON INTERSTATE COMMERCE.

He Says Competition Is Gone Forever. and the Only Remedy Is Su-

Staff Correspondence of the Indianapolis Journa! WASHINGTON, April 26.-It seemed very significant to hear Senator McMillan, of Michigan, say that the time was rapidly approaching when government ownership of railways might be a reality. He is an ultra-conservative business man of large wealth, a progressive but cautious public man, and one whose sound judgment is considered of value by men of all parties. He was provoked into making the statement of possible public ownership by his explanations of why there should be one great passenger station in Washington for all roads. It was not a deliberate prophecy, but, coming from a senator of his care-

In this connection some exceedingly inthe reports of the hearings of the House committee on interstate and foreign commerce. This week it has had under consideration the bill of Representative Corliss extending to the Interstate-commerce Com- to make it right. While the portation companies to publish rate schedules and to provide severe punishment has long been the theory of many who mercial importance to provide a transporand equal to all as the postal rates, and power to severely punish violators. The necessity of this was clearly discussed by Mr. Prouty, of the Interstate-commerce

THE GREAT SYSTEMS. In his testimony Mr. Prouty pointed out that the elimination of competition was the only possible result of the decision which made illegal all joint traffic associations, He said he could expect nothing less than problems to be considered are the paycrimination. In making the basis for his statement, Mr. Prouty classified the great railway systems as follows: The Vander-

books. The Pennsylvania system has 14,350 miles. This includes the B. & C., Chesapeake & Ohio and the Norfolk & Western, nominally controlled jointly by the New York Central and the Pennsylvania. These two roads are in fact controlled by the Pennsylvania system, making a system of 18,000 miles. The Morgan-Hill system, which embraces roads which Mr. Morgan gan and Mr. Hill control the 18,000 miles Montan controls the Southern road and ville. Add that to the previous figures of road controlled by Mr. Morgan. The

Gould system is placed at 16,000 miles. The Harriman system now embraces 21,000 miles: this is Mr. Harriman's estimate. systems. There remain the Atchison, the Milwaukee as the only important independent systems. They aggregate 21,000 miles. These 21,000 miles, added to the 114,000 miles previously mentioned, form the monopoly of the railroads of this country in the Commenting on this, Commissioner

tems and the few independent companies. | Biblica' locates its chronology thus. This does not begin anywhere nor go anywhere! Seventy thousand miles of railroad that Holy Writ. If all our great scholars thus Pauline Carroll. He was eager for some is absolutely dependent for its existence allow that the letter was written in the upon these five great systems! You may talk about railroad competition, you may book is genuine. No investigator seems even rely on railroad competition to reduce rates, to regulate rates, but there is no railroad competition. Five men, seated in His earthly history and His heavenly ofaround a table in the city of New York, fices, is admitted to have been written | teen officers, were lost. There were seventy can say what the rate on grain shall be born before His death. Here is an evidence from Kansas City to the gulf, from Kan- of the truth of Christianity which no insas City to the seaboard, from the Missouri | fidel attacks can ever shatter.' river to the seaboard and from the grain fields to Chicago and Duluth. There is no

competition on grain. CANNOT BE REACHED BY LAW. that can never be reached by law. One of carrying war material and horses. It is Andersonville and Libby prisons. While men will agree upon some modus vivendi, upon some apportionment of territory, as | wanted, as the work of reconstruction is | was not properly repaired and that this they have done in England, resulting in the going on and the resumption of gold mining highest freight rate there in the world. Either this or they will become partners, or one man will buy out the other four. The competition which has been relied on in the I do not see Thee, God! past is a thing of the past. Governor Vansant says we must compel competition. Hide not Therefore, he wants to dissolve the Northern Securities Company. Suppose you dissolve the Northern Securities Company. What have you gained? Both railroads are still owned by the same men. They are merged. They will still be friendly. You cannot by any possible force make the men who sit around this table in New York fixing rates become enemies. Morgan bought his stock in the open market. Can you deprive him of it? Suppose you could. Suppose you could break up every railroad combination, disintegrate the New York Central lines, dissolve the connections between the powerful Pennsylvania lines, dismember the Harriman system and the Gould system, etc. You would have this country in a state of chaos and a state of bankruptcy in the railroad world. But there is a remedy.

"When you have a condition in this country where on man virtually controls its railroads, what are you going to say about 1t? We asked Mr. Harriman that question and we asked Mr. Hill that question. Mr. Harriman and Mr. Hill both said: 'You need not be at all alarmed. We will take care of the public. We will reduce freight rates.' Instead of being reduced rates are rising. There is a steady advance in rates in all parts of this country to-day. This is

with the Interstate-commerce Commission

"If one man owned all the railroads is to make any sudden or marked advance. What he would do would be to maintain the present published rate. A simple maintenance of the published rates would add country \$20,000,000 a year. On a 4 per cent. basis that would add to the capitalization of this country \$500,000,000. It would put into the pockets of the owners of these stocks and securities \$500,000,000.

CARRYING COST LOWER. "The cost of trasporting traffic is decreasing every day. Grades are reduced, tives is increased. The carload of the future will be 100,000 pounds and one engine can draw fifty cars from Chicago to Buffalo. In 1885 the average carload was 30,000 pounds. The railroad would receive for hauling a trainload \$2,625. To-day the average carload is 60,000 pounds and the railroad will receive for hauling a trainload \$5,250. When the average load is 100,000 pounds the railroad will receive for hauling those fifty cars \$8,725. Captain Graner, manager of the Lake Shore, testified that on his line 50 cents a train mile would probably cover the cost of moving. Taking out the cost of moving, the railroad netted \$2,185 for those fifty cars, \$4,700 in 1900 and

"There is another thing. The density of traffic on these railroads is increasing, and as this increases it can be moved cheaper. The rate should decline. Now, why, when cost of moving traffic is decreasing. why is it that the freight rate is also inful speech, is of importance. Three years | railroad competition. Competition is gone ago this same man would have been forever in railroad transportation. You shocked at the bare suggestion of such an | cannot force the few men who own the over the railroad rate. You must provide tures, abolished courts, led to the most violent political convulsions, no real relief the most positive terms that the Legislature may either directly or through a commission control the rates, with the limitarates established are illegal ones."

OTTO CARMICHAEL. WHO WROTE IT?

The "Nameless Epistle" in the New Testament.

There is at once an allurement and a the consolidation of all railroads, and the Many of the most famous books of the anonymously. The "Letters of Junius" still was rife as to the identity of the A remarkable proof of the genius that "The Coming Race," published near the title page, aroused such general inter-The Christian Commonwealth con-

> treatises which make up the Bible. transcends all other Scripture portions in thought expressed without rhetoric. It is realm of Deity. The Epistle to the Hebrews ontains the grandest argument extant in In no other part of the Bible do we gain so picturesque an exposition of the

Prof. A. S. Peake, lecturer in Lancashire ecture is that of Professor Harnack, of found many supporters. Says the Christian | Major General Dana. The inquiry brought

who wrote the Epistle to the Hebrews. * first century. Even the 'Encyclopedia fact makes it evident that even the most de- | Sultana because they resisted a bribe strained to spare us this precious section of apostolic age, reassurance may take full possession of every evangelical mind. The inclined to doubt that the earliest churches were familiar with it. Thus, the epistle which points most vividly to Christ, both while many people were alive who were

Rejuvenation in South Africa.

Nebraska State Journal. It is significant that the first steamer sent out by the new line recently established be-"These men have a pooling arrangement tween New York and Cape Town is not wo things must result. Either these five loaded with pianos, organs, clocks, prepared coektails and household goods. It is declared that articles of this kind are now on the Rand will soon restore the old-time

prosperity.

soul made plaint: O for an angel hand to tear the vell apart! not from me Thy face—I strive, I

The silence whispered. "Art thou pure in heart?" -Martha Gilbert Dickinson.

TO-DAY ANNIVERSARY OF DESTRUC-

Years Ago on the Mississippi River Above Memphis.

CONVENTION OF THE SURVIVORS

J. T. ELLIOTT, OF THIS CITY, IS A MEMBER OF THE ASSOCIATION.

Book That Gives Reports of the Government's Investigation and Stories of Men Who Escaped.

Ten years ago the Rev. Chester D. Berry, of Michigan, collected the stories of a number of survivors of the wreck and put them into a book with the reports of the investigation of the matter. This book gives a detailed account of the destruction of the Sultana. The boat was a regular St. Louis and New Orleans packet. On April 21, 1865, it left New Orleans and arrived at Vicksburg with 200 passengers and its crew men had just been released from rebel prisens at Cahaba, Ala., Macon and Andersonville, Ga., and their homes were in Ohio, Indiana, Michigan, Tennessee, Kentucky and West Virginia. Two companies of infantry under arms accompanied these released prisoners, making a total of 2,300 persons on the boat. The boat arrived at Memphis at 7 o'clock

three miles across. Many persons, men pleaded with her to jump into the you." She folded her arms and was soon enveloped in flames.

GOVERNMENT'S INQUIRY.

This report was different from others in that it said there were 1,866 troops on board the boat, including thirty-three paroled officers. Of these 765, including sixteen officers, were saved, and 1,101, including ninecabin passengers and a crew of eighty-five on board, of whom eighteen were saved. This makes the total loss 1,238.

N. Wintringer, chief engineer of the Sultana, made this statement regarding the catastrophe: "On our arrival at Vicksburg we were ordered to carry north a load of paroled prisoners, who, I believe, were from at Vicksburg we repaired a boiler. It was claimed by some at the time that this boiler was the cause of the explosion. In a short time the boilers were recovered and the one that had been repaired at Vicksburg was found in good condition, whole and intact, and it was one of the other three that caused the explosion. Now, what did cause this explosion? The explosion of the Walker R. Carter and the Missouri in succession fully answers the question. It was a matter of the construction of those boilers.



HER FIRST APPEARANCE Cholly-Were you stage struck? Dolly-No, egg struck.

were taken out of all steamers using them and were replaced with the old style of boilers. They were an experiment on the lower Mississippi. They had been used with some success on the upper Mississippi, where at all times the water is clear and not liable to make much sediment or scale. TION OF NEARLY 1,500 PERSONS. They had not been in use long on the lower

Mississippi, and it would have been only a question of time, it was the opinion of experts, for all steamers using those bollers to have gone the way that the Sultana, the Carter and the Missouri went had they not been taken out.

Thirty-seven years ago to-day the greatest marine disaster in history occurred. One of the bollers of the steamboat Sultana, some distance north of Memphis on the Mississippi river, exploded, the boat was destroyed by fire and almost 1,500 persons lost their lives. The catastrophe so impressed the survivors that they formed an association called "The Sultana Survivors' Association," and for seventeen years the organization has held annual reunions. This year's meeting will be held on next Tuesday and Wednesday at Fort Wayne. Joseph T. Elliot, president of the Marion Trust Company, is a member of the association and will attend the meet-

on the evening of April 26. About midnight barges, and, after taking on a supply of Old Hen and Chickens," one of its boilers burst. The deck was splintered and caught of Lord Lytton was furnished by the fact catch a piece of wreckage before they

> The secretary of war, Mr. Stanton, instructed Brevet Brigadier General Hoffman to investigate the destruction of the steamer. He went to Memphis and learned that a court of inquiry had been held by order of Major General Washburn, commanding the district of West Tennessee, and by had permitted the overcrowding of the fered by the captain of another boat, the of the government's business.

> > and horror of the scene. Wringing their hands, tossing their arms, with heartrending cries they rushed pell-mell over the guards into the dark, cold waters of THREW HELPLESS MAN INTO RIVER. "'Captain, will you please help me?' I turned in the direction of the voice so polite, cool and calm amid the confusion. I saw a man, bruised, cut, scalded in various places, both ankles broken and bones protruding. With his suspenders he had improvised tourniquets for both legs to prevent

> > > and I threw him overboard.

server out of a stool. I got a mattress

by several who were struggling in the

water. I got another mattress and dropped

jumped. I rose strangling to the surface.

one claimant. God only knows what had

become of the three others. Placing my

arms on the support I began a life and

death struggle to escape from the falling

wheelhouse. There seemed to be acres of

struggling humanity on the water, some

on debris of the wreck, some on the car-

cases of horses, some holding to swimming

live horses, some on boxes, bales of hay

and drift logs. Soon we parted company

with the wreck and crowd and drifted out

into the darkness almost alone. Having

floated nearly five miles, we struck the

overflowed Arkansas shore. We pulled one

and threw it overboard, but it was caught

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soles, narrower toe, both lace; only here \$3.48 and the price. Same thing in Oxfords We are showing a similar style at special price of \$2 98



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PRESENTS WITH ALL CHILDREN'S SHOES



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26 and 28 East Washington Street

young woman and two men out of the bleeding to death. 'I am powerless to help water, but they soon chilled to death in you; I can't swim,' I replied. 'Throw me spite of all we could do for them. Shivering into the river, it is all I ask. I shall burn to | with cold, the minutes seemd hours. There death here,' he said. Captain Chapman, of | with cold, the minutes seemed hours. There Lafayette, whom I never saw afterward, lence save the plashing of the water and the moan of a poor fellow who had clasped "I cast about for something I could use his broken, scalded arms over a scantling as a buoy. I tried to improvise a life-pre- and drifted with his mouth just above the

the scene of norror, disclosed to view half it, but it was selzed by four men as I above us, and here and there a chill, halffrozen soldier clinging to the branches of The mattress was within reach, with only a tree or perched on a bit of floating drift."

"At last the sun, as if reluctant to light

Who has not felt how sadly sweet The dream of home, the dream of home, Steals o'er the heart too soon, too fleet, When far o'er sea or land we roam? Sunlight more soft may o'er us fall, To greener shores our barks may come; But far more bright, more dear than all, That dream of home, that dream of home.

Ask of the sailor youth when far His light bark bounds o'er ocean's foam.

The Dream of Home.

What charms him most when evening's star Smiles o'er the wave? To dream of home, Fond thoughts of absent friends and loves At that sweet hour around him come; His heart's best joy, where'er he roves That dream of home, that dream of home.

As the Weather Gets Warmer

IA/HAT a multitude of wants and must-haves crop up. Your UNDERWEAR and SHIRTS suddenly become unsuitable, and you discover that your NECKWEAR and HOSIERY are not much better than none at all. "It takes quite a bit of money to buy a summer outfit of all these things, but if you come here you'll find that you can fit yourself out for what you expected to pay for the "must haves" alone. This is the BEST PLACE to buy MEN'S FURNISHINGS. You make a mistake if you go to the next best place.

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